

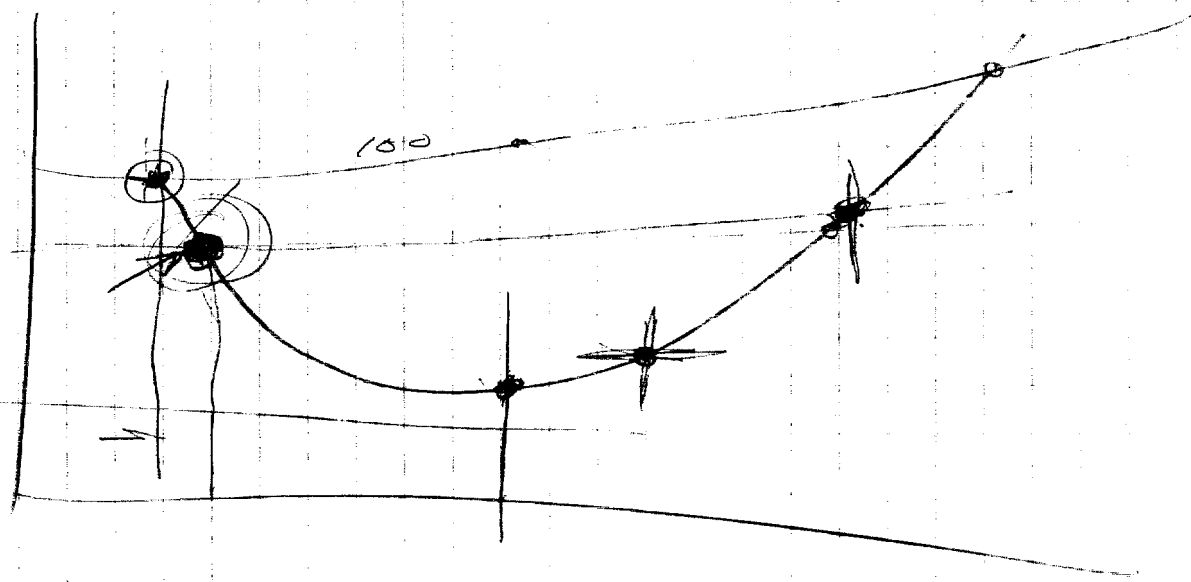
DATA
 $\frac{5V^2}{391} = 8$
at. Verification → of
dimension 5" for 80 MPH →

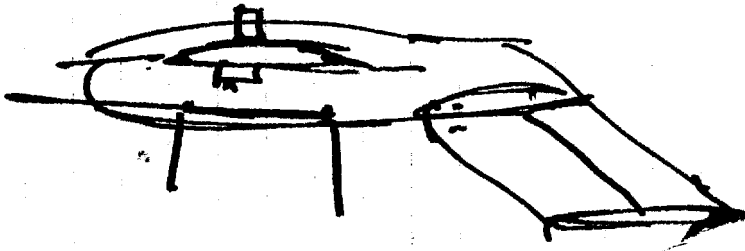
V	V ²	$\frac{5V^2}{391}$
40	1600	4.1
60	3600	9.22
80	6400	16.3

25X1A5b1
[Redacted]

Report of accident at 25X1A6a
W X 5.204 to within [Redacted]

DATA

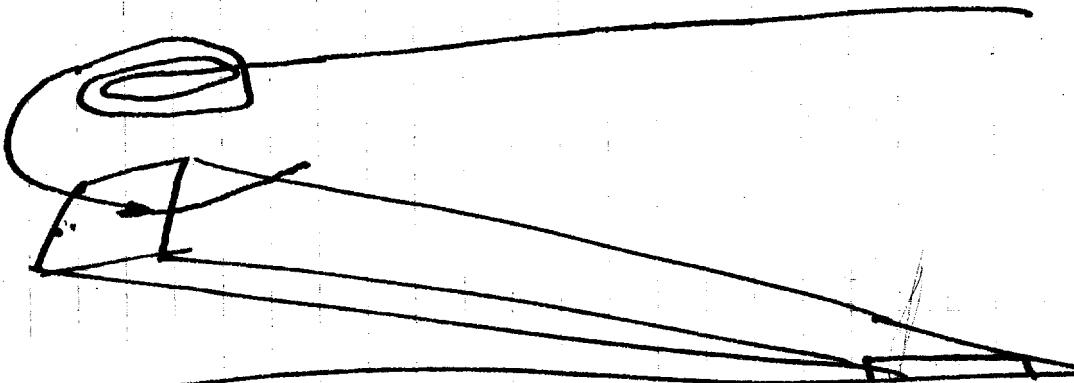




1. alignment →

2.

1. stabilizer setting (mode)
2. wing setting ...



1. Presently - vis. only
2. Operational - Pilot will use display for guidance
3. Visual display will be defined Range/visibility

Monitor next piloted vis.
landing.

2. then remove using GCH
and let helo pilot monitor
3. improve the stability of the
display with simulation

FIXTURE $\pm \frac{1}{4}^\circ$

should be handled &

measurement of stab. angle
rig must be used.

Stabs. Come out flat and
are not curved

Resistance to a change in
alignment fixture for stabilizing
the structure and alignment
of the stabilizer
Load with Aero

1. Throttle (looking more)
(alternator)

help. elect. & weight.

2. muffler not installed

3. electronics come in light.

4. New engine w/ parallel.

5. ~~but~~

6. Var. pitch propeller.

7. would help climb

8. low climb

9. [break through in data -]]

10.

meeting in [REDACTED]

Proposal to perform surveillance
approach w/ G. & A.

mission approach on Helo
and Porter

then the program will be
suspended to investigate the capability
of the bird

25X1A5a2

and ^{then} using the [REDACTED] Beacon

the systems will be evaluated

1. land visual

2. land w/ constant ^{NO} plane landing

3.

meeting

1. It has been obvious for the last several meetings that several items have been missing from the program.

1. landing method
2. F&R capability of the aircraft.

1. Several methods have been considered but none have been performed except the net.

I should think a very heavy effort should be made to solve this problem. It really looks bad for the concept.

2. F&R
No overall capability or reliability has been demonstrated satisfactorily.

3. No extensive effort was made to put one of the machines into an operational configuration and to extend its operating life into a program with the schedule.

of a realistic air-to-ground & air-ground cycle. This seemed to be a strong requirement except

4. no effort was expended on the behalf. ~~this is not apparent~~

25X1A5a2

5. [redacted] has a system to optically track the landing mode - still favors a net feel that the program.

FAA Academy needs data

DC-9 UNIT AC956.8

POH 25082-6500-

U
R MACARTHER

OK. City 73125

9. ~~Not~~ established.

10. High priority on net.

11. Suggest rough field of viewing
landings ~~area~~

Compare with Net.

12. Belly landing with repus.
terrain

13. Flight characteristics

8 knots -

6 or 7 o.k. have set launch
criteria

headwind - 10

tail 8 inside & aft.

14. Ground

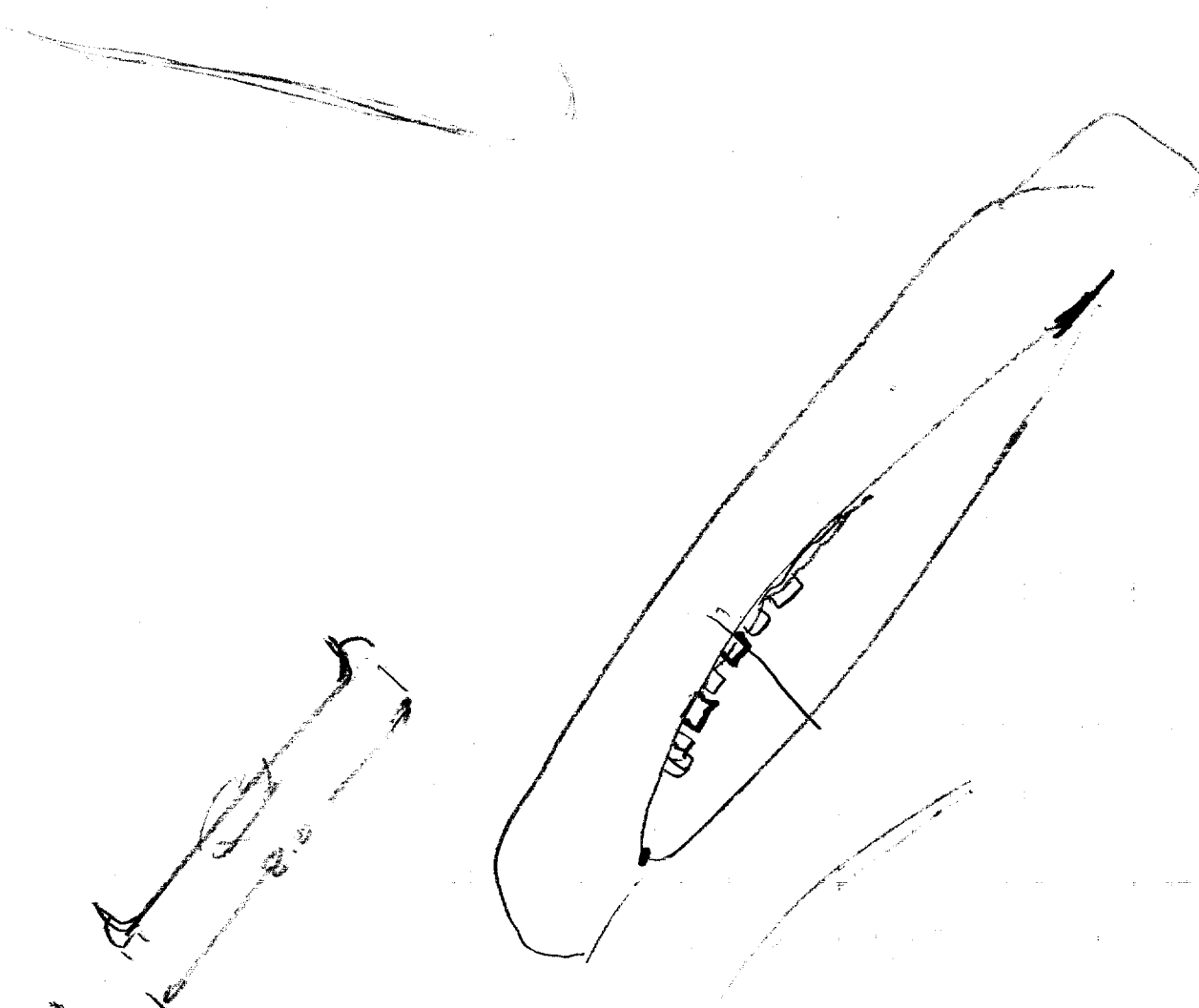
1. Managed for. Regamto.

2. Litter down to

45-50 knots - 9

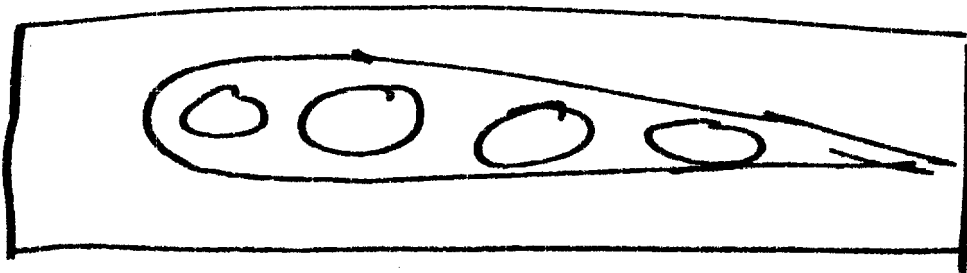
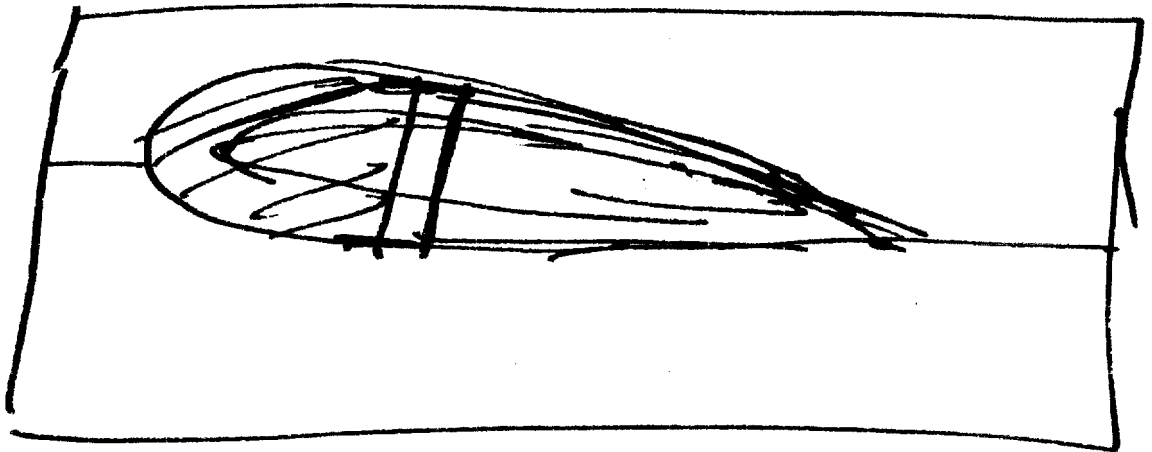
3. Full open flaps 15°
also required

4. Adverse yaw was problem
better flaps up than
flaps down



6. max conservative

6.



4.5 out of 82 has center
aft C.G.

1. Prelim study Frank B.

7 1/2 ~~span~~ span 65 ft

add span — NO —

After some discussion

2. Reduce 1/2 end plate & H-span

some increase in wt C.G. aft.

3. why not fly unnotable

5% data margin



Neutral or unstable?

still problem sorting

keeping 5% margin built up
slow. travel - not stalled

- no problem - spin problem

C.G. aft - engine aft -

- 35% $\rightarrow$ 40% bigger tail -

46% neutral point

act 41.7/42% - back to problem

engine - may move farther

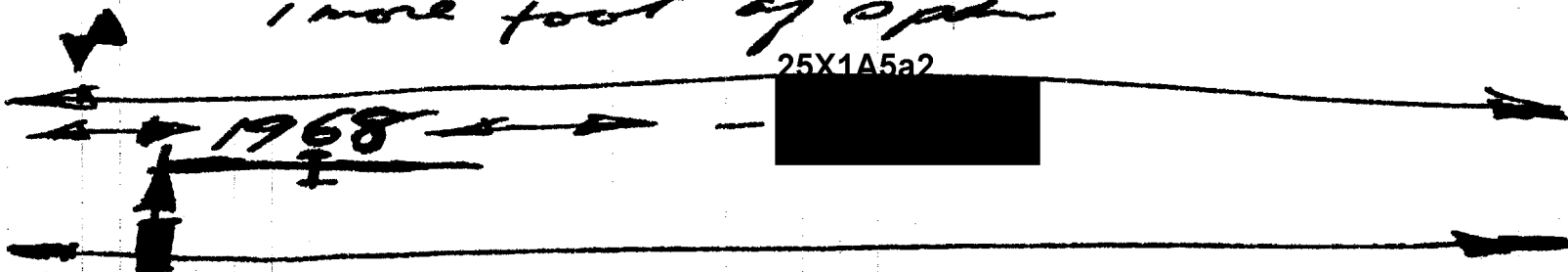
aft. - may need to move nose

fwd 36-38 ALT.

46% NP

wt. goes up. needs more
open -

1 more foot of open



100% better than estimate

Pdp level predicted 13.0 $\frac{1}{2}$ D

W/10% Margin — 14 measured

increased span pred. 14

←→ 15.5 actual

briefing on SAC Chart

W to 1200 miles 82.9 LBS

ane. wt. $\frac{1}{2}$ fuel 74.5

now looking at 86. - 87 T.O. WT.

78 ane. wt.

cruise at $\frac{1}{2}$ D max. loitering

$V_{\frac{1}{2} \text{ down}} = 60 \text{ KIAS} - 65$

will loiter at 50 $\downarrow$

43
40 is stall speed.

Accident fuel

Flt 2 orig. config

high adverse q bar



was serious —

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intended to drop 60-55-50
Ilt 2. found afterward some tend
to jump.

bad Afs error pos. 2KTS 5-8
in electronics too persistent
commanding 50 act 42 —
at C_{max} & stalled —

rolling fast finally

changed gains / partial span —

Rudder increased 4X →

made 3 changes —

ran flight on simulator with
increased gains —

Have been slow down to 43-46

big tail
aft CG.

wing tips inc. C/D

stall strips

ail. span.

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6 Flt 1.75 hrs flt.

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#1
bag Net was used - hit O.K. minor damage
sext. - stall spin #2

#1A (OCT. NOV) new gains incorporated →
Flt. 3 — missed net

[Flt 4]

#3 (Dec) - Big tail - to help stability

NAV-Com - launch A 10,800 ft. press. alt.

sew. 10,500 - 1200 RADIUS

Routes 7500 ~~age~~ maintains along the way

10,500 → 80 LBS → 10.5 No prov. for cooling

During descent on v. 9 10,890

NAV. runs w/ →

handed to chase from auto -

Spurious commands to shut down

engine (toggle switch) (had never touched)

Changes → → lost

#4 flt profile [flt profile ~~Feb-Mar~~ April-May]

Flt. 1,6 late Feb-Mar

orig. config big ail.

- NAV-Com local test area -

into Net. Good recovery → Needs

discussion

1-C to come start rail landing -

#4 May - 1st out of local area sloshone

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down valley - up - 600 ft from target

Now was good: photos good,

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back up between

engine stopped - fuel remaining -
suing spout - may have stopped

Fuel System

Flight without battery -
engine stopped

Failure analysis required of



Power → engine not up to power for
the program 25X1A1a

funding

Read value

Battery type

75 mi/h fuel

79 gals.

Launch & climb out problem

R/C launch design → wave off T/W 1.05

comul 1.027 →

2.04%

T/W

250 FT/min R/C →

Reprints. →

FAR 300 + H/W →

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initial climb. → reasonable fuel load

8-30-71

8-30-71

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1. Program summary

25X1A5a2

Lee Z. Lloyd J.

2. [REDACTED] discussion of the capabilities of the autopilot and control system

3. Aerodynamic eval. of the configuration

4. Fuel (unusable) basic study

5. Launch system stable based on the characteristics shown

6. Wt/L for over simplification of the →

20 KTS → 38 Knot2
40

7. Clark Crab Landings for terrain

8. Net looks best

Net investigation [for design]

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Alt. Capability at 20M - worked O.K

ENGINE PERF.

Tested in 2D

cooling?



Length

new position for increased ~~Alt~~

meeting range

Alt 11M service unit

Prop. ? 2 control.

[check production flight test. →]

1% for sloes retracts

M A H Unit mod → flux gate ?

More packages with nose install. ?

move gyro package from the apt
RADAR ALT.

→ to launch w/ full fuel
2-3M alt. - tropic - SDA - wts
110 LBS — 4.25 HP engine

compared to 3.25 now
1 new engine is 3.75 HP.

need +.5 hp.

will see SA from first day — →
here see should more power
Needs power

→ ENGINE prob. →

No se problem lengthened —
engine problem a day

look through
interim SAC Chart.



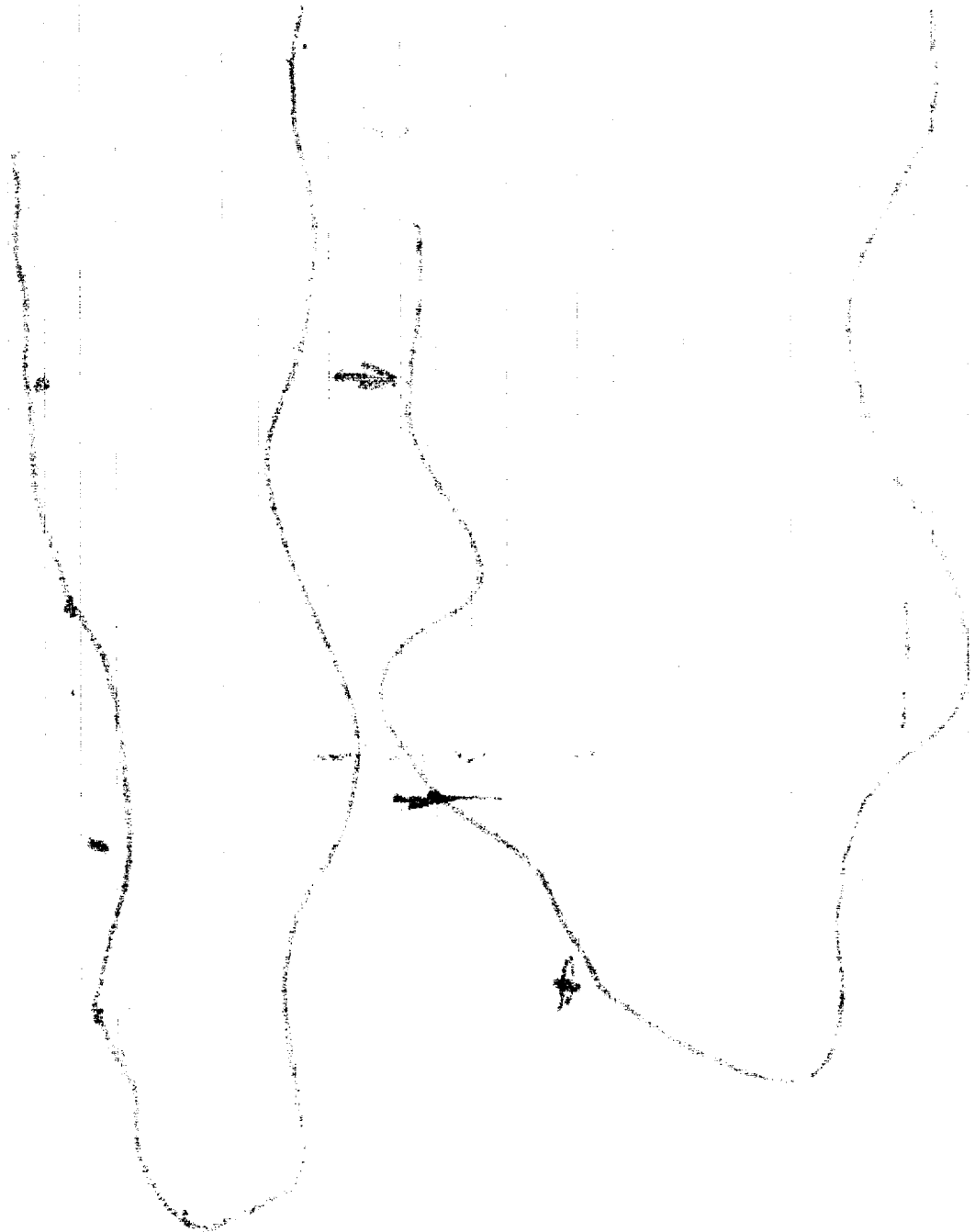
5938382 →

from work 8726 38382

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MAX DESCENT ANGLE

1000 500 200



1. analysis of the
take off launch nav & console seal
2. ~~to~~ return arrival acquisition and
landing mode
3. areas of interest
 1. take off flight path
 2. control system monitoring
pre take off check out
 3. launch
separation mode problems
4. flight test-analysis of data ~~and~~ is
required for the seal -

Next flight profile as required for the
schedule.

note

landing procedures
will the jet fly in rain or ice